MAGNESIUM TURNING ENGINE PROTECTION FROM MOISTURE FROM FLEXI GASOLINE/ETHALOL FUEL

PROBLEM AND PRESENT CONDITION.

In India and several countries are adopting flexi fuel options based on ethanol and petrol/gasoline blending to save precious foreign exchange.But ethanol has different boiling point than gasoline.And both ethanol and gasoline are perfectly miscible to each other only if ethanol is nearly free from water. A 99.9 % ethanol is most desired which the industry achieves easily. Even 0.1 % water content will shift the ethanol/gasoline blend to shift away from an azeotropic boiling point and ethanol or gasoline may vapourize a little bit earlier than desired.Thus the burning inside the combustion chamber will be either the ethanol or the gasoline first.this will make either one of ethanol or petrol to burn earlier and will reduce the complete burning. But the problem arises when the flexi fuel absorbs the moisture from the atmosphere while transferring from the tanker to petrol pump or to the vehicle.The small amount of the moisture will also result in the damage to the fuel pump.

SOLUTION-

Magnesium TURNING or Magnesium /aluminium turning reacts with the water content of the ethanol giving insoluble Magnesium hydroxide in ethanol/gasoline flexi fuel.

$Mg + H2O \text{ —- } Mg(OH)2 + H$.

Traces of hydrogen will escape from the fuel tank. The Magnesium or aluminium alloy turning could be made to a removal flexible lock on filter jacket into the fuel tank thus the option of removing the spent cartridge of the Magnesium turning after it completely turns to the white Magnesium Hydroxide.

This will save thousands of rupees of expensive repairs for the customers. If no moisture exists no issue of Ethanol /GSOLINE problem will ever happen.

This is done for the benefit of industry and nations.I don't intend to patent it. I also request the humans to go for the clinical trial of , low entropy copper ‘ for all viruses too.

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